



**SIX DOLLARS
PER QUARTER**

Mails

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY
THROUGH TO NEW YORK, VIA OVER
LAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN
FRANCISCO.

THE U. S. Mail Steamship

"CITY OF PEKING"
will be despatched for San Francisco, via Yokohama, on SATURDAY, the 8th December, at THREE P.M., taking Passengers and Freight for Japan, the United States, and Europe.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, and Atlantic and Indian Cities of the United States: via Overland: Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamships.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic Lines.

First-class Fares granted as follows:—

To San Francisco.....	\$300.00
To San Francisco and return, available for 6 months.....	350.00
To Liverpool.....	350.00
To London.....	330.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, North Pacific or Canadian Pacific Railways.

ing at San Francisco for China or Japan *vice versa*) within one year will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day. All Parcel Packages should be marked to press in full; value of same is required. Consular Invoices to accompany Cargo

United States, should be sent to the Company's Offices in Scaled Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage & Freight, apply to the Agency of the Company.

No. 50A, Queen's Road Central.
C. D. HARMAN
Agent.
Hankow, 17th November 1888.
CANADIAN PACIFIC STEAMSHIP.

COMPANY:
TAKING CARGO AND PASSENGERS
JAPAN, CANADA, THE UNITED
STATES AND EUROPE,
VIA

**THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.**
THE British Steamship

"PARTHIA,"
3,167 Tons Register, Wallace, Commanding
will be despatched for VANCOUVER, B.C.,
via KOBE and YOKOHAMA, on THURSDAY
the 13th December, at THREE P.M.

Connection will be made at Yokohama
Steamers from Shanghai and Japan Ports
at Vancouver with San Francisco by

Through Passage Tickets granted to Eng-
France, and Germany by all trans-Atlantic
of Steamers:
First-class Fares granted as follows:—

To Vancouver and Victoria... (Mex.)	\$160
To San Francisco.....	175
To all Common Points in Canada and the United States.....	230
To Liverpool.....	300
To London.....	305

To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and Imperial Chinese and Japanese Customs, obtained on application.

TO
ND
Consular Invoices to accompany Cargo
tined to Points in the United States, should
sent to this Company's Offices, address
Mr. D. E. BROWN, District Freight
Vancouver, B.C.
Freight will be received on board until

NG All Parcels must be sent to our Office should be marked to address in full; and same will be received by us until 5 P.M. day previous to sailing.
For information as to Passage or Freight

apply to
ADAMSON, BELL & CO.
Agents.
Hankow, 15th November, 1888.
NORDDEUTSCHER LLOYD.

NOTICE
STEAM FOR
SINGAPORE, COLOMBO, ADEN,
PORT SAID, BRINDISI, GENOA
ANTHONY, TRENCHARD & HARRIS

PORTS IN THE LEVANT, BLACK
SEA AND BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS

**GALVESTON AND SOUTH
AMERICAN PORTS.**
THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

**N. E.—Cargo can be taken on through
of Lading for the principal place
RUSSIA.**

N. SUNDAY, the 31st day of Dec-
1888, at 10 A. M. the Company's Steamer

"PREUSSEN," Captain O. Pohle,
MAILS, PASSENGERS, SPECIEN CARGO
will leave this Port as above, Calling at
Shipping Orders will be granted until
Cargo will be received on board until
Specien and Passes until a further notice.

December, 1888. (Parcels are not to be
boarded, but must be placed in the
Contents and Value of Packages and
The Steamer has several compartments
Cabin & Deck and Stowage.

[illegible]

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Theism fully recognizes and admits these facts brought forward by the advocates of Revelation. Theism itself is based on such facts. But it does not require much dis- crimination to see that the godlike tendencies which are inherent in human nature con- stitute what is termed the "natural religion," and that they cannot be adduced as proof of a "revealed," or a "positive" religion. Theism is only "natural" religion; its ground-work is the superior tendencies of the human mind; its battlements are reason, sound principle and morality. As "Nature" is a revelation of the Creator, so is the human mind a concentrated reflection of these characteristics of truth, righteousness and goodness which are pre- eminently inherent in the Creator. To infer from our possession of these qualities, a verba- bal communication of further religious truths or personal communication of further religious injunctions directly made by a personal God, is a logical blunder of a gross description. The very possession of a natural religion is proof that positive and personal revelation is unnecessary and useless. It may be said that the Jewish notion of the Deity being the most perfect of all notions entertained by the nations of the earth, must have been directly imparted by the Godhead himself. But this is merely an assumption. The human mind is essentially progressive, and is at all times within the range of possibility that a nation or a man, being more advanced than another in intellectual development or in religious tendencies, may become brighter or later than the Creator, however than his inferior neighbours it is apt to do. No argument can be started from our notion of the Godhead as a proof of His infinite nature. Who can confidently accept the Moslem anthro- pomorphic Deity as His true God and Creator? By reasoning from analogy we are inclined to attribute anthropomorphic predicates to the Creator. But how minor by any manner of means, than the anthropomorphic conceptions of men and beasts? (See article on "The Con- ceptions of God.") The Creator is not com- municated with by any means, but is communicated with by every man, every woman and every child.

DISASTER AT SEA.

The Times of the 20th ulto reports that the Royal Mail Company's steamer *Para* (Captain J. Brander), which arrived at Plymouth on Saturday morning, (October 27th) with the fortnight's West India and Pacific mail, landed Captain Colquhoun and his wife, the survivors of the crew of the full-rigged iron ship *Earl Wemyss*, of Glasgow, and the second and third officers and 16 men of the full-rigged steel ship *Ardencle*, of Glasgow, which were in collision in the South Atlantic on September 8. The circumstances of the disaster are as follows:—The *Earl Wemyss* foundered in three minutes after the collision, and unhappily 16 persons were drowned, including Captain Colquhoun's wife and three children. The *Ardencle* was built in Glasgow in 1885, by Messrs. Edmonstone and Co. for Messrs. Edmonstone and Mitchell, of Glasgow. She was 1,737 tons register, and sailed from Liverpool on July 31 with a cargo of salt for Calcutta. Captain Alexander Guthrie, of Glasgow, was in command, and the *Ardencle* had a crew of 28 hands all told. She had a fair weather passage to Madeira, which was reached on August 15. The winds fell light and the line was not crossed until September 7. At 8 p.m. on the following day the crew were on duty, and the port watch took charge of the vessel. Almost immediately, the look-out man (George Wilson) going on the forecastle-head, reported a light on the port bow. The light had not been reported by the look-out man on the dogwatch. The night was fine clear moonlight, there was a fresh south-east breeze blowing, and the *Ardencle* under full sail close-hauled on the port tack, was going about seven or eight knots. She was steering a south-west by west course and the light, when reported on the port bow, was about two miles distant. Shortly after Captain Guthrie ordered the helm to be starboarded, and to the foremast and mainmast of the captain and crew of the *Ardencle*, the *Earl Wemyss*, which had been running before the wind, was not immediately before the wind, but about two minutes afterwards the *Ardencle*'s bell was violently rung, the signal for "all hands on deck," and almost immediately the bell of the approaching ship was also sounded. The moon was then obscured by passing clouds, but those on board the *Ardencle* saw a large ship (which afterwards proved to be the *Earl Wemyss*) coming dead on to them. She had all sail set and was going fast. Captain Guthrie, seeing a collision was inevitable, gave the order "Haul the helm!" and the man at the wheel (Mr. Nicolayson) promptly obeyed, and the ship was too late and the *Ardencle* rising on the top of a ground-swell, crashed with terrific force into the port side of the *Earl Wemyss* between the main and mizen rigging, nearly cutting her in two. The *Earl Wemyss* at once began to fill, and the *Ardencle* backed and then ranged alongside the port side of the doomed vessel. Captain Colquhoun gave the order for the boats to be lowered, but before the men had time to execute the order he himself, with his eldest son, his wife, and his children, two of whom with their mother were in their cabin, the mate, and 19 sailors. Only seven rows to the surface, the Captain and six sailors. Five were saved either by climbing up the *Ardencle*'s bows or pulled out of the water by ropes and five more had scrambled on board the *Ardencle* when the ship was locked. The two girls lowered from the *Ardencle* only succeeded in rescuing two persons, the captain and one sailor. They were in a very exhausted condition.

Fears were entertained as to the safety of the *Ardencle*, which had her bows torn clear away from the water line down to the keel. The fore compartment was full of water, but the collision bulkhead, only 1½ inches thick, held, and the ship made no water. Fortunately the weather was fine and the water comparatively smooth. It was, however, deemed advisable to shore up the bulkhead, and this was done as much as possible. The wreckage of the fore and main rigging which had been carried away by the *Earl Wemyss* having been cleared away, a large sail was put over the bows, the cargo from the fore-batch brought aft to lift the ship's head out of the water, and a quantity jettisoned. The Board of Trade regulation night signals of distress were hoisted, but nothing appeared in sight. At dawn the crew set to work to take down the fore and main masts. About 6 a.m. a welcome cry was heard from the look-out "sail on the port bow." The crew went aft to Captain Guthrie and asked him to hoist signals of distress. The vessel called upon, but eventually, hoisted the Union Jack upside down. "We are in distress and want assistance." Shortly after the sail to the delight of the distressed crew, was observed to alter her course and bear down on them. She proved to be the ship *Credemoor*, of St. John's, New Brunswick, about 1,400 tons register, Captain Kennedy, bound from Manila to New York, with sugar and hemp. Her captain at once offered to take both crews on board his ship, provided he was supplied with provisions for the *Earl Wemyss*'s crew. During this time a steamer loomed in sight on the *Ardencle*'s port quarter and at once came to the assistance of the disabled ship. She turned out to be the French steamer *Saville*, of Marseilles, 2,532 tons register, owned by the Société Générale de Transports Maritimes, laden with emigrants for Brazil. On being told of the situation of the rescuer as well as the rescued, the captain of the *Saville* refused to take either of the crews on board his ship or to lend any assistance whatever. He advised Captain Guthrie to make the best of his way to Fernambuco, 40 miles distant, ship could not know that the unfortunate ship could not have sufficient sail to steer, and then the *Saville* steamed away on her course. The crew then set to work to get provisions on board the *Credemoor*. At first Captain Guthrie refused to allow his crew to leave the ship, but on being pressed by all hands and advised by Captain Kennedy he consented. Night was fast coming on, and the last boat was on the point of leaving the *Ardencle*, when the captain and chief officer of the *Ardencle* refused to leave their ship. They had previously intimated that they were not going to leave their vessel, but it was thought that they would have changed their minds when they saw the *Saville* and their officers' apprehensions and all the crew left. They were not, however, to be shaken in their heroic resolutions by all the arguments or persuasions of their shipmates, and would not be budged from Captain Kennedy standing by them all night. Finding them immovable in their determination, the *Credemoor* sailed away with the crews of the *Earl Wemyss* and the *Ardencle*. At that time there was a heavy rain and the *Ardencle* was left all alone, and the *Earl Wemyss* was left all alone.

and landed the distressed crew there on account of being short of provisions. From Barbados the *Para* brought the crews to Plymouth. The crew of the *Earl Wemyss* state that they saw the red light of the *Ardencle* and ported. The *Ardencle* afterwards luffed and showed her green light instead of keeping on her course, and thus the collision occurred.

The crew of the *Ardencle* had given up that vessel as lost, with the captain and chief officer only on board. They were astounded to learn that these two gallant officers had succeeded in taking the disabled *Ardencle* to Fernando de Noronha, near Pernambuco, where she arrived on September 8. This is one of the most remarkable feats ever known in the history of navigation, and Captain Guthrie and Mr. Cameron, chief officer, will doubtless receive the reward they so richly deserve. The conduct of Captain Kennedy, of the *Credemoor*, which had nearly all her sails blown away in a squall off Barbados, is also much to be commended.

INTERESTING LIBEL SUIT.

A PERSON RECOVERS HEAVY DAMAGES.

In the Queen's Bench Division on October 29th before Mr. Justice Stephen and a common jury, the rather sensational libel case of *Robert v. Daniel Owen & Co.* was brought forward. This was an action by Mr. E. G. Roberts, late minister of the Hannah-street Congregational Chapel, in Cardiff, against the proprietors of the *Western Mail*, a daily paper published in that town. The plaintiff claimed damages in respect of certain alleged libels published by the defendants in the months of February and April of this year. The alleged libels took the form of certain articles published from time to time in the *Western Mail*. The defendants in the statement of defence elected to justify.

Mr. Lockwood, Q.C., and Mr. Abel Thomas were for the plaintiff; Mr. Finlay, Q.C., Mr. A. T. Lawrence and Mr. Jackson for the defendants. The plaintiff's case as stated in counsel's opening was shortly as follows:—In October, 1886, plaintiff and his sister engaged a servant named Mary Jane Gittins, and had a character with her, from Mrs. Davies, her then mistress. Gittins remained in plaintiff's service until September, 1887, when she entered his brother's service. She then went to stay with a Mrs. Morris, in whose house she was confined on February 2 of this year. She then went into the Cardiff Union with her child, and the guardians thought proper to serve the plaintiff with an affiliation summons. The case came on for hearing before the Justices on March 29, and they dismissed the summons, as the girl's story was not corroborated as required by the Act of Parliament. Meanwhile, as far back as February 7, an article had appeared in the *Western Mail*, headed "Grave Ministerial Scandal at Cardiff," which held the plaintiff up to the scorn of his fellow citizens. The next day (February 8th) another article appeared which implied that the plaintiff had nearly brought himself within the terms of the Criminal Law Amendment Act, 1885. On April 2 a letter was published signed "Action," which was to the effect that the plaintiff, a minister of the Gospel, had seduced and was the father of the illegitimate child of his female servant, who was but 17 years and who until that time had been respectable and virtuous girl, and that the case was so bad that it ought to be taken up by the Female Protection Society. More articles and letters followed, headed "The Minister and his Servant Girl," and a fund was started on her behalf and that of her child by the editor of the *Western Mail* (ltd April 21, on which date the last libel complained of was published, which was to the same effect as the former ones.

Mr. E. G. Roberts examined, said he had been five years minister at Berrier. In August, 1886, he had a call to the Hannah-street Chapel, in Cardiff. Up to that time he and his sister had not kept a servant, but they then determined to do so, and took Mary Jane Gittins on the recommendation of a certain Mrs. Davies. She remained with them from October, 1886, to September, 1887. During that time he was never guilty of the slightest impropriety towards her. He never had the slightest idea that she was *en route* till he heard of her confinement in February of this year. He was then away and returned at once on hearing from one of his deacons. As a result of the articles his friends cut him and his wife in the street, and he had to leave Cardiff and his chapel, where his stipend was £156 per annum.

Cross-examined.—It was not true that he had kissed the girl while he was still at Berrier. In his Cardiff house his bedroom and the girls were both at the back of the house, but his door faced his sister's. On the occasion of his sister being away he always had a third person to stay in the house at night. He had never remained alone in the house with Gittins at night. He used to speak to her in Welsh as well as in English. He never called her "Jane Fach" (little Jane) or "awny" (another term of endearment). It was quite untrue that he had ever taken any liberties with her of any kind whatever, or had seduced her, or attempted to do so, or was the father of her child. In October, 1887, when Gittins was with his brother, he did try and get her to go to her home, but that was because she was about to leave his brother and he (plaintiff) did not want her to live in lodgings, where she might be exposed to temptations.

Miss Roberts, the plaintiff's sister, Mr. Alan Roberts, plaintiff's brother, and other witnesses were called on plaintiff's behalf, to prove that when Miss Roberts was away a third person had always stopped in plaintiff's house; and that they had never noticed any intimacy between plaintiff and the girl, nor had the girl ever made any complaint against him.

Mr. Finlay, Q.C., in opening the defendants' case, suggested that certain classes of cases were not heard by the court. All the mischief which had been arisen was due to the magistrate's inquiry and the report of it, which could not be complained of. The question now was, was the girl's story true or not? No motive had been suggested for the girl to make this charge against the plaintiff—there was no ill-will or attempt to levy blackmail. The child was undoubtedly begotten while the girl was under the plaintiff's roof. The magistrates had not decided that the plaintiff was innocent, simply that the girl's story was not proved according to the requirements of the Criminal Law Amendment Act. The proceedings had been taken by the guardians.

Mrs. Jane Gittins cross-examined.—I began to go out at a servant when I was under 14. I had four situations previous to going to plaintiff. I attended his chapel at Berrier, and when he was passing to move to Cardiff I helped him to pack his books. He then kissed me often. When Miss Roberts went away, plaintiff began to take interest in me as well as his sister. A few days afterwards, when my sister was there he came into my room and tried to seduce me, but he did not succeed. He told me some days afterwards that he had seduced me, and that he was the father of my child. I told him that I was a virgin, and that I was not his child.

time. That was not true, however. I left of my own account. I never made any complaint about plaintiff to Miss Roberts or to any one else. I did say before the magistrates that he seduced me the first night. I do not know what to make of that. I did not see him after I left Mrs. Davies until I went home in July, 1887.

Mr. Harris, sub-editor of the *Western Mail*, was then called and said that none of the letters published originated in the office. Mr. Finlay and Mr. Lockwood having addressed the jury.

Mr. Justice Stephen summed up and said:—This is a charge of libel against the defendants. Now, libel is anything intended or calculated to expose a person to the hatred, contempt, or ridicule of his fellow-men. In this case we may consider it as being out of the question, as we consider it as of an horrible nature that one can hardly conceive any one treating it in that light; but nothing could be more calculated to hold a man who was a minister of religion up to scorn than a charge of seducing a young girl under his care. At the end of one of the articles I notice this phrase "It is to be hoped that the rev. gentleman may be able to reinstate himself in the good graces of his congregation as well as in the love of the young wife who is now broken-hearted."

It is not for a British Judge to say anything that would appear to justify the taking of the law into one's hands, but I cannot help thinking that if such an expression were used openly by one man to another, the man using it could not be heard afterwards to say that whatever use the other made of his fists, boots, or walking stick was not fully justified. On the 8th February, the heading "The Ministerial Scandal" was fully established in Cardiff, every one being supposed to know what was referred to. The learned Judge proceeded to deal with the evidence, and remarked how very necessary the Legislature considered it that in all cases where women make charges against men their evidence should be corroborated materially, otherwise no one could enjoy the pleasure of a conversation with the other sex without being in some sense, running a risk. The issue for the jury was, did they believe the plaintiff, or the girl Gittins? But they must further remember that the defendants had taken on themselves the burden of proving the truth of their story, and the girl had admitted that part of her statement before the magistrates was untrue.

The jury, having retired for an hour, found a verdict for the plaintiff—damages £2,000, for which his Lordship gave judgment with costs.

MOTHER SEIGEL'S OPERATING PILLS.

FOR CONSTIPATION, SLUGGISH LIVER, &c.

Unlike many kinds of cathartic medicines, do not make you feel worse before you feel better. Their operation is gentle, but thorough, and unattended with disagreeable effects, such as nausea, griping pains, &c.

SEIGEL'S OPERATING PILLS are the best family physic that has ever been discovered. They cleanse the bowels from all irritating substances, and leave them in a healthy condition.

The best remedy extant for the bane of our lives—constipation and sluggish liver.

These Pills prevent fevers and all kinds of sickness, by removing all poisonous matter from the bowels. They operate briskly, yet mildly, without any pain.

If you take a severe cold, and are threatened with a fever, with pains in the head, back, and limbs, one or two doses of SEIGEL'S OPERATING PILLS will break up the cold and prevent the fever.

A coated tongue, with a brackish taste, is caused by foul matter in the stomach. A few doses of SEIGEL'S OPERATING PILLS will cleanse the stomach, remove the bad taste, and restore the appetite, and with it bring good health.

Often times disease, or partially decayed food, causes sickness, nausea and diarrhoea. If the bowels are cleansed from this impurity with a dose of SEIGEL'S OPERATING PILLS, these disagreeable effects will vanish, and good health will result.

SEIGEL'S OPERATING PILLS prevent ill-effects from excess in eating or drinking. A good dose at bedtime renders a person fit for business in the morning.

These Pills, being Sugar-coated, are pleasant to take. The disagreeable taste common to most pills is obviated.

FOR SALE BY ALL CHEMISTS, DRUGGISTS, AND MEDICINE VENDORS.

PROPRIETORS: A. J. WHITE, LIMITED, LONDON, ENG.

To-day's Advertisements.

NORDDEUTSCHER LLOYD, NOTICE. STEAM TO YOKOHAMA, KOBE AND NAGASAKI. (Passing through the INLAND SEA.)

THE Company's Steamship GENERAL WERDER. Captain W. von Schumann, will leave for the above ports on MONDAY, the 30th inst. For Freight or Passage apply to the Agents, Messrs. J. LLEWELLYN & CO., 110, Queen's Road, Hongkong.

To-day's Advertisements.

THEATRE ROYAL, CITY HALL HONGKONG.

THE AMERICAN MUSICAL COMEDY AND OPERA COMPANY.

DIRECTORS: Mr. P. W. WILLARD, JOHN F. SHERIDAN.

THIS EVENING, the 29th November, 1888.

POSITIVELY LAST TIME OF Gilbert & Sullivan's Latest London Opera, "RUDDIGORE."

Cast of Characters. Robin Oakapple (A Young Farmer) Mr. J. F. SHERIDAN. Richard Dauntless (His Foster Brother) CHARLES FISHER. Sir Despard Murgatroyd (of Ruddigore) A. SUTCH. Old Adam Goodheart (Robin's Faithful Servant) W. CRIPPS. Rose Maybud (A Village Maiden) Miss MAUDE HARE. Mad Margaret F. MORRISON. Dame Hannah (Rose's Aunt) E. LEAMINGTON. Zorah... (Professional) G. WHITFORD. Ruth... (Bridesmaid) VERA PATRY. Zany... (maids) NELLIE ARLINE.

GHOSTS. Sir Rupert Murgatroyd Mr. PHIL RAY. Sir Roderic Murgatroyd (1st Baronet) H. M. IMANO.

In the Second Act will be introduced "PROFESSIONAL BRIDESMAIDS WE" and "BRIDESMAIDS' CHORUS."

Expressly composed for this occasion by Mr. J. A. ROBERTSON.

CONDUCTOR: Mr. J. A. ROBERTSON. Hongkong, 29th November, 1888.

FOR SHANGHAI. THE Steamship "AMORY."

Captain R. Köhler, will be despatched for the above Port, on SATURDAY, the 1st December, at 4 P.M. For Freight or Passage, apply to SIEMSEN & Co. Hongkong, 29th November, 1888.

NORDDEUTSCHER LLOYD. NOTICE TO CONSIGNEES.

STEAMSHIP "PREUSSEN," FROM BREMEN AND PORTS OF CALL.

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be landed here in Hongkong unless notice to the contrary be given before 11 A.M., TO-MORROW, the 29th inst. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th December, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godown where they will be examined on WEDNESDAY, the 13th inst., at 4 P.M.

All Claims must reach us before the 13th inst., or they will not be recognized. No Fire Insurance has been effected. Bills of Lading will be countersigned by MELCHERS & Co., Agents. Hongkong, 28th November, 1888.

Intimations.

WANTED. AN ENGLISH THIRD MASTER for the Diocesan Home and Orphanage. For further information, apply to THE HEAD MASTER. Hongkong, 28th November, 1888.

THE EAST BORNEO-PLANTING COMPANY, LIMITED.

THE STATUTORY GENERAL MEETING of this Company is POSTPONED and will be held at the HONGKONG HOTEL, on MONDAY, the 3rd prox., at 4 P.M., instead of as previously notified.

H. SHEPPARD, Secretary. Hongkong, 17th November, 1888.

J. LLEWELLYN & CO. THE SHARE LIST WILL CLOSE on the 30th inst.

IT is proposed to form a LIMITED LIABILITY COMPANY, registered in Hongkong, to take over, as a going concern, from the 1st January, 1889, the old established business of MESSRS. J. LLEWELLYN & Co., CHEMISTS, DRUGGISTS, ARATED WATER MANUFACTURERS, &c., &c., at Shanghai, and elsewhere in China.

The proposed Capital of the Company is £100,000, divided into 100,000 Shares of £1 each. Divided into Twelve Hundred (1,200) Shares of One Hundred Dollars (100) each. Of which Five Hundred (500) shares are offered to the Public.

DIRECTORS: E. O. ARBUTHNOT, Esq. YEEND DUER, Esq. ALEX. MOORE, Esq.

General Manager—Mr. G. A. WATKINS. Forms of Application for shares may be obtained at the MEDICAL HALL, Shanghai, or at the temporary Office of the Company, 16, Bank Buildings, Hongkong; also at the HONGKONG AND SHANGHAI BANKING CORPORATION and the CHARTERED MERCANTILE BANK OF INDIA, London and China, in Shanghai or Hongkong.

Applications for shares are to be accompanied by a deposit of £50 (or 100) per share, the balance being payable at the rate of £25 (or 50) per share, on the 1st January, 1889. The deposit will be returned to the applicant on the 1st January, 1889, if the shares are not taken up. The deposit will be returned to the applicant on the 1st January, 1889, if the shares are not taken up.

Intimations.

BIS DAT QUI CITO DAT. SOLDIERS & SAILORS FAMILIES' ASSOCIATION.

FOR AIDING THE WIVES AND FAMILIES OF MEN OF ALL BRANCHES OF THE LAND AND SEA FORCES OF THE UNITED KINGDOM.

PATRON: HER MAJESTY THE QUEEN. PRESIDENT: H. R. H. THE PRINCESS OF WALES.

A BRANCH of this most useful and beneficent Association, now so widely extended over England and India, has been started in this Military command, under the name of THE HONGKONG AND STRAITS SETTLEMENTS SOLDIERS AND SAILORS FAMILIES' ASSOCIATION.

It is formed for the purpose of aiding the Wives and Families of men of all branches of H. M. Forces now serving or who shall hereafter serve in Hongkong or in the Straits Settlements, and co-operating generally with the Parent Association in England, by collecting funds and furnishing information about the families of soldiers and sailors serving here, who may need assistance at home. The Association in Hongkong is under the management of a General Committee consisting of:—

Mrs. CAMERON, President. Mrs. MAXWELL, Mrs. BELL-IRVING, Vice-Presidents. Mrs. BURDON, Mrs. CRABTREE, Mrs. MACINTOSH, Mrs. NOBLE.

With Mr. THOMAS JACKSON as Treasurer, and the Undersecretary as Honorary Secretary.

The following extract from the Rules is published for general information:—

Any person being a member of the General or any branch Committee, or being an annual subscriber of not less than five dollars to the funds, shall be a member of the Association.

6.—Any donor of not less than Fifty dollars, and any person who shall have collected and paid to the funds of the Association a sum of not less than Three hundred dollars, shall be a Life Member.

7.—Every Regiment or Ship which shall contribute a sum of not less than fifty dollars, and every Incumbent who may grant the use of his pulpit for a sermon in aid of the Association, and from whom a like sum of not less than fifty dollars has been received shall also be Members of the Association.

8.—Every Member of the Association shall have one vote at the Annual or any Special Meeting of the Association. A Regiment may vote by its C.-Colonel and a Ship by its Captain or other Commanding Officer; or in either case by any Commissioned Officer in Her Majesty's Army or Navy, nominated in writing for the Regiment or Ship by the Colonel, Captain, or other Commanding Officer.

9.—All annual subscriptions to the Association shall become due on the 1st day of January in each year, and shall be paid to the Treasurer or the Bankers of the Association. Members joining the Association after the 30th of September shall be considered as becoming subscribers from the 1st day of January following.

LIFE MEMBERS. Lieutenant-General CAMERON, C.B. THE NORTHAMPTONSHIRE REGIMENT. MAJOR CHURCHILL, 58th REGIMENT. No. 5 BATTERY, 1st BRIG. E. DIV. R.A. No. 7 1st BRIG. W. " " Mrs. GRANVILLE SHARP. Honorable B. LAYTON. THOMAS JACKSON, Esq. Honorable C. P. CHATER. Honorable E. N. MOODY, Esq. Honorable J. BELL-IRVING. E. R. BELLIS, Esq. E. MACKINTOSH, Esq. J. HOLLIDAY, Esq. Honorable P. RYAN. J. J. FRANCIS, Esq. Q.C. Honorable F. STEWART. G. E. NOBLE, Esq. GERALD SLADE, Esq. W. G. BRODIE, Esq.

Copies of the Rules may be had on application to the Undersecretary. Subscriptions and Donations are earnestly requested.

For the GENERAL COMMITTEE, JNO. J. FRANCIS, Hon. Secretary. Hongkong, 13th November, 1888.

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1887.

SHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premiums for the year ending 31st December last, in order that the proportion of Profit for that year to be paid as Bonus to Contributors may be arranged. Returns not sent in before the 30th inst., will be made up by the Company, and no subsequent claims or alterations will be allowed.

By Order of the Directors, JAS. B. COUGHTRIE, Secretary. Hongkong, 1st November, 1888.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1887.

SHAREHOLDERS in the above Company are requested to furnish the Undersecretary with a List of their Contributions for the year ending 31st December last, in order that the distribution of the Profits reserved for Contributors may be arranged. Returns not rendered prior to the 30th day of November next, will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JARDINE, MATHESON & Co. General Managers, Hongkong Fire Insurance Co., Ltd. Hongkong, 15th October, 1888.

A. G. GORDON & CO.

ENGINEERS, LAUNCH BUILDERS, CONTRACTORS, IRONWORKERS, COMMISSION AGENTS, VALUATORS, IRON and TIMBER MERCHANTS.

WORKS: BOWENSTON EAST POINT.

OFFICE: CORNER OF QUEEN STREET AND PRAY.

STEAM LAUNCH COMPANY LIMITED.

Hongkong, 29th November, 1888.

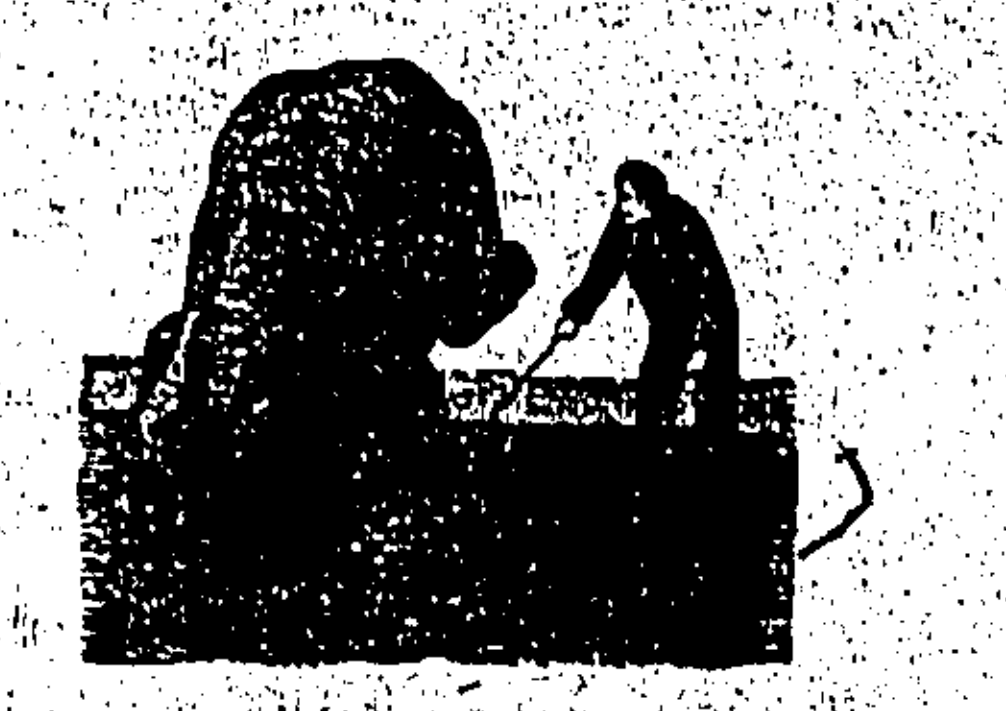
Amusements.

COMING SOON. CHIARIN'S GRAND CIRCUS.

AND WORLD-RENOUNDED ZOOLOGICAL AGGREGATION.



THERE IS NOTHING IN ASIA TO EQUAL THIS FIRST-CLASS EXHIBITION.



Look out for future announcements.

L. MAYA, Secretary. Hongkong, 24th November, 1888.

Insurances.

THE NEGLIGENCE OF LIFE ASSURANCE.

THERE is no feature of our civilised life that strikes a thoughtful man with more force than the neglect of LIFE ASSURANCE. By payment of a small quarterly subscription any man of good health can secure a very large sum to his family in case of premature death, yet hundreds of families brought up in comfort—perhaps in luxury—are left in extreme poverty every year from the bread winner having neglected to assure his life. In the East many men live up to their income, knowing well that if death cut him off suddenly, his wife and children would be left almost wholly unprovided for. All this can be prevented by Life Assurance.

EVERY FACILITY in connection with Life Assurance Business is afforded by

THE STANDARD LIFE OFFICE, one of the largest and wealthiest of the Provident Institutions of the United Kingdom. Forms of application and all information will be promptly afforded on application to any of the Standard Company's Agents, or to

THE BORNEO COMPANY, Ltd., Agents, Hongkong. Hongkong, 29th June, 1888.

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED.....\$1,000,000. The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN, Secretary. HEAD OFFICE, No. 2, QUEEN'S ROAD WEST, Hongkong, 17th February, 1888.

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED).

CAPITAL TAELS 600,000. RESERVE FUND 240,000. BOARD OF DIRECTORS: LEE SING, Esq. LOU TSO SHUN, Esq. MANAGER—HO A HUI.

MARINE RISKS ON GOODS, &c., taken at CURRENT RATES to all parts of the world. HEAD OFFICE, 1 & 6, PRAYA WEST, Hongkong, 17th December, 1887.

To be Let.

TO LET. ROOMS in "COLLEGE CHAMBERS."

Apply to DAVID BASSOON, SONS & Co. Hongkong, 12th July, 1888.

TO LET. OFFICES and GODOWNS now occupied by the MESSAGERS MARITIMES Co. being No. 8, PRAYA CENTRAL. Possession from 1st February next.

Apply to LAI HING & Co. No. 153, QUEEN'S ROAD, CENTRAL, or to C. EWENS. Hongkong, 15th November, 1888.

TO LET. A T. MARINE GUY (1st December next) three well built and handily managed HOUSES—Two 8-Rooms each—One of Four Rooms.

Apply to J. L. FRANCIS, 22, PRAYA CENTRAL, Hongkong, 21st November, 1888.

TO LET. A T. MARINE GUY (1st December next)

